

ATTACHMENT B -- CLAIM CHANGES

This attachment includes claims that are being rewritten in the present amendment, with brackets being used to identify deletions from the previous version of the rewritten claims and with underlining being used to identify additions to the previous version.

1. (Amended) [Airliner] An airliner hijacking prevention system [solution program] consists of the following:
 - a. [The] A double-door "single person checkroom" is that provides [the only entrance to the cockpit ;] a closed check space, allowing only a single qualified person to access the cockpit and including first and second doors that are to be connected open and closed positions of one another.
 - b. The cockpit and the ground monitoring center continuously monitor the cabin through at least one [the] concealed electronic monitoring devices. [forming a deterrent to potential hijackers;]
 - c. [With the] Flight [locus monitor,] orbit monitoring is provided by "Flight orbit calibrator" and the ground-based monitoring center may switch manual steering over to remote-controlled automatic/ semiautomatic steering when the engineer on the airliner loses his right to act.
2. (Amended) [Airliner] An airliner hijacking prevention system [solution program] as claimed in claim 1, wherein said "Single person checkroom" is the only entrance to the cockpit, and the [two] first and second doors are opened and closed according to the preset program .
3. (Amended) [Airliner] An airliner hijacking prevention system [solution program] as claimed in claim 1, wherein said the double door, that is, the [front] first and [back] second doors of the "single person checkroom" are equipped with unidirectionally transparent bulletproof glass, shockproof plastic, or a naked eye viewing window.

4. (Amended) [Airliner] An airliner hijacking prevention system [solution program] as claimed in claim 1, [wherein said "single person checkroom", which with preset program and closed space. one or more identification means such as] further comprising detector means for conducting at least one of a weight, image, voice, fingerprint or ID number [can be used to the] test on a person in the "single person checkroom" to determine [of] right of passage.
5. (Amended) [Airliner] An airliner hijacking prevention system [solution program] as claimed in claim 4, wherein [said] the detector means for fingerprint identification [mean, that is,] comprises a "five finger mold "[,] which helps the "single person checkroom" make identification. [almost unmistakably].
6. (Amended) [Airliner] An airliner hijacking prevention system [solution program] as claimed in claim 4, [wherein said the identification of a single person in the "single person checkroom" is confined to the] further comprising means for generating can to set the different frequency's beams of a raster curtain around the person in the "single person checkroom," and detector means for detecting whether the raster curtain has been breached .
7. (Amended) [~~ejector~~ Airliner] An airliner hijacking prevention system [solution program] as claimed in claim 1, [wherein said the "electronic monitoring device" can be connected to the] further comprising narcotic sprayer [guns] installed at [the cross-shaped] a passages of the [four entrances of the plane.] aircraft, the narcotic sprayer being responsive to the at least one monitoring device.
8. (Amended) [Airliner] An airliner hijacking prevention system [solution program] as claimed in claim 1, wherein [said the system transfers] the airliner additionally has a cabin, wherein messages between the airliner and the ground-based monitoring center are transferred through a relay satellite or special frequency band, and [continuously monitors the cabin through the] further comprising a concealed electronic monitoring device for permitting the ground-based monitoring center to monitor the cabin and passenger cabin.

9. (Amended) [Airliner] An airliner hijacking prevention system [solution program] as claimed in claim 1, [wherein said] further comprising a remote-control [of the] plane [by] for use when the ground-based monitoring center is unable to control the airliner normally due to poor communication, in which case the [standby] remote-control plane takes off and controls the airliner. [facilities.]